# INTERESTING EXTRACTS

FROM THE

## MINUTES OF EVIDENCE

TAKEN BEFORE THE

## COMMITTEE OF THE WHOLE HOUSE,

TO WHOM IT WAS REFERRED TO CONSIDER

OF THE

## Affairs of the East India Company,

IN THE SESSIONS 1813;

*Illustrative of the Improvements in the Manufacture of Iron, Steel, Brass, Tin, Copper, Hemp, Cordage, &c.*

BY THE NATIVES OF INDIA.

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# INTERESTING EXTRACTS

FROM THE MINUTES OF EVIDENCE TAKEN BEFORE THE COMMITTEE OF THE WHOLE HOUSE,

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*To consider of the Affairs of the East India Company,*

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## BY THE NATIVES OF INDIA.

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*Names of the Witnesses and Pages of the Minutes.*

*Lord Teignmouth*, p. 16.

Does your lordship happen to know what the rate of wages is in India?

I certainly once knew, but have forgotten. I know that subsistence in India may be procured easier than in any other part of the world, and that a native of that country for 3*s.* a month may live luxuriously: that may be some rule for estimating the rate of labour.

Your lordship having stated 3*s.* a month to be sufficient for the subsistence of a labourer in India, does your lordship happen to know what farther sum may be necessary for his clothing and his other necessary expenses?

I have not a sufficient recollection to say what further might be necessary for supplying him with clothing; it could not be much, because cloth is very cheap in that country, and the quantity which a labourer wears is very little.

*Lieut. Colonel Sir John Malcolm*, p. 59.

Can you state, whether for the purpose of European or British consumption, in the principal settlements of the Company in India, Indian artisans or manufacturers of European commodities have established themselves in those settlements?

They have; but the great proportion of such articles are manufactured under the direction, at least, of European artisans, who are settled at the various presidencies.

Have European artisans began to settle there, and to carry on their trades?

They have: in the different settlements of Calcutta, Madras, and Bombay, are to be found coachmakers, upholsterers, boot and shoemakers, leather manufacturers of all kinds, particularly at Madras, watchmakers, silversmiths, all Europeans, with native workmen.

Do the produce of those manufactures tend to diminish the consumption of European commodities sent from Europe?

They must, no doubt, have that tendency in a very considerable degree; and they are (as far as I could judge) *extending as fast* as Europeans come out to direct them.

You have said that the artisans are Europeans, with Indian workmen; from your observation, are not the Indians extremely ready in learning any handicraft art, and have they not been enabled to make those articles to very considerable perfection?

They are extremely apt at learning all such trades: various manufactures have been established; leather in all its branches is manufactured at a tannery established at Madras, at which they make military accoutrements, boots, shoes, and other articles, even to ladies gloves; carriages and other articles are made in very great perfection: many of the half-cast, or children of European fathers and native mothers are employed in such trades.

From this aptitude on the part of the Indians, is it not likely that they would in process of time supply themselves with all such articles, *to a diminution of European importation* to India?

There can *be no doubt they would;* I should conceive, from the price of labour, that they will be enabled to make those articles cheaper; I mean all such articles as the nature of the climate will admit of their manufacturing.

P. 67.—Do not you think that it would be good policy in the British government to increase the means of information to the natives of India; information such as you have described?

I consider that in a state of so extraordinary a nature as British India, the first consideration of the government must always be its own safety; and that the political question of governing that country must be paramount to all other considerations: under that view of the case, I conceive every subordinate measure (and such I conceive that referred to in the question,) must be regulated entirely by the superior consideration of political security.

Might not an increase in the knowledge of useful arts in the natives, conveyed by British subjects resident in India, tend to strengthen the British government in India?

I conceive that such knowledge might tend in a considerable degree to increase their own comforts and their enjoyment of life; but I cannot see how it would tend in any shape to strengthen the political security of the English government in India, which appears to me to rest peculiarly upon their present condition.

P. 70.—You have mentioned on a former night that the natives of India were getting into the habit of manufacturing articles the same as those supplied from this country: do you think that articles so manufactured are as good as those imported from England?

The tannery lately established at Madras by an European gentleman of the name of Parry, who has various assistants acquainted with that manufacture, has reached a very extraordinary degree of perfection: leather pantaloons, even for the horse artillery, are, I believe, manufactured there, also gloves of very excellent description; and I have heard within the last two years, there is a tolerable glass manufactory established at Madras; the carriages made at Calcutta are, I believe, generally speaking, preferred to those sent out from England, though many of the materials are imported from this country; the furniture is also excellent, and silver plate is manufactured by Europeans, as well as many other articles,

and I am not aware that there are any circumstances of climate which can make a difference in the production of equally good mechanics, in any of the manufactures I have stated.

Do you think that the natives of India are likely to rival us in their manufacture of woollens, cutlery, and other hardware?

In India they have no wool fit for the manufacture, and therefore can never rival us in that: I have seen articles of *cutlery* and even *brass* instruments made in very considerable perfection; the latter was at the *gun carriage yard,* in Seringapatam, where European superintendants have instructed some of the half-cast artisans and natives to be very skilful workmen; and I cannot myself understand (if there is no objection on the point of climate) why the same persons that manufacture articles in England, if they have the materials in India, should not make them there.

### *Major General Alexander Kyd,* p. 78.

Can you state whether more manufacture of European articles is pursued now in Calcutta and the other presidencies than formerly?

A great number of European artisans have established themselves in Calcutta, in Patna, at all our cantonments at Lucknow, and almost all the great towns where there are Europeans for carrying on the various manufactures of articles used by Europeans, such as carriages, furniture of all kinds, palankeens of a peculiar construction, invented by the Europeans, plate, sadlery, boots and shoes, salting meats, in making guns and pistols, and a variety of other articles that I do not now recollect; they have taught the native artificers, who are very acute and dexterous, to execute every article in a manner almost to emulate those that are sent from England; but I have to observe that the whole of these manufactures is for the use of Europeans, *as they can furnish them at a cheaper rate than those of the same kind imported from Europe;* and I firmly believe, that if we were by any means to leave Hindostan altogether, that they would entirely drop those manufactures and employ themselves in carrying on their own.

If in consequence of the proposed opening of the trade the number of artificers should materially increase at those re-

spective settlements, looking to the present skill of the natives as now described, and to the immense disproportion of labour between India and this country, do you think that in time such an ingress of artificers might not be the means of very much superseding the necessity for the importation of British manufactures to India?

It has *already in a great measure superseded that necessity*, and the increase of articles which have gone from this country has not been in proportion to the increase of the European population.

Looking to the unlimited licence of ingress now proposed, and to the habits of the natives, according to your experience, do you think that such opening of the trade will be consistent either with the happiness of the natives or with the security of the British interest in India?

I do not think it can possibly be conducive to the happiness of the natives, and I think it would *in a material degree risk our safety in that country.*

*Græme Mercer, Esq.* p. 89.

Are not the natives of India generally a manufacturing people, skilful in manufacturing operations, and likely to provide for themselves whatever manufactures they stand in need of?

They are very much so, and have hardly any, if any, wants from foreign countries.

Have not many of the natives been lately taught European arts, to supply the wants of the Europeans at the presidencies of India?

Many native artisans have been taught by Europeans, and are now settled in every principal town or station where Europeans reside, and furnish a great proportion of the articles required by Europeans.

*David Vanderheyden, Esq.* p. 93.

Do you know whether there has been an increasing disposition in the Indian artificers to manufacture articles for European use?

Yes; they are themselves very ingenious, and excellent imitators; and they have been also taught by European artificers;

they manufacture various articles, such as carriages, furniture, plate, and various other articles, very nearly to approach those manufactured in Europe in point of excellence.

Supposing, in consequence of the increased facility of visiting India, that an increased number of artificers should go there, and looking to the immense disproportion of the price of labour between India and this country, do you apprehend that in time the necessity of import of British manufactures might not thereby be in a great degree superseded?

I should think it would annually diminish from that cause.

## *Lestock Wilson, Esq.* p. 112.

You are no doubt aware that the staple articles of iron, steel, copper, and lead, would generally, if not always, yield a saving remittance to a very great extent?

I certainly am aware of the contrary, from experience, *having sent copper and lost considerably by it.*

Have you experienced the same loss upon iron, and steel, and lead, as upon copper?

No; I do not know that I have. I have lost, as a commander, upon the aggregate, by the outward-bound investment: some of those things I may have gained by, and some I may have lost by.

## *William Fairlie, Esq.* p. 113-114.

To what do you ascribe the Calcutta market having been so much more glutted during the last four years, with British commodities?

The very large quantities that have been lying on hand in that market, and the extent of the investments of the Company's officers, and also the importation by India-built ships returning from England.

Do any particular articles seem to you as likely to increase?

There are few or any articles, that I really know of, that the common people would want; a few clothes might, perhaps, be increased in time, and some few European articles for erect-

ing their houses, window glass, or hinges, but in a very small degree.

You were of the house that Mr. Scott belonged to, and corresponded with that house here?

Yes.

Were there efforts made by the house at home to encourage the exportation of articles from Great Britain to your house at Calcutta?

There have been very large quantities of goods shipped by them at different times to the house at Calcutta, many years ago.

Were those shipments repeated for any length of time?

They were repeated frequently; when the India ships came to this country with cargoes, there was a return cargo provided for them all, of some extent, and of considerable amount.

Did you find that that was sufficient to answer the purposes of the demand in India, or more than sufficient?

They were but a small proportion, of the goods we had, to the general importation of goods into Calcutta; but almost universally a loss was left upon the goods which we imported.

How long has the house ceased to continue those exportations?

I cannot exactly speak to the acts of the house here in London, but in Calcutta we have discontinued them for five or six years.

Was the cause of your discontinuing them, that they were disadvantageous speculations, or have you any other cause to assign?

It was on that account, that they were generally attended with loss, perhaps five times out of six.

Can you give any information respecting the articles that are manufactured at Calcutta for the consumption of the European population there, such as shoes, boots, and sadlery?

There are a great many articles now manufactured in Calcutta, that supply the place of those formerly imported from this country; all kinds of leather, carpenters' work of every description, furniture, plate, *and a variety of articles in copper and brass;* carriages are made there, many of them made entirely there, others from materials imported from this country; few carriages that are imported from this country are completely finished here.

Did those articles used to be sent from this country?

Yes; those have been chiefly since my residence in Calcutta.

The rise of those manufactures upon the spot, has been since your residence at Calcutta?

Yes, the greatest part of them.

Are those manufactures in sufficient perfection to induce the British population there, of the higher order and rank, to wear them and use them?

They have their plate there, their mahogany furniture and other articles made there, and by far the greatest part of them use the leather manufactured there for shoes, and boots, and harness; buff leather for belts is made there.

Are those got so much cheaper there as to induce a preference over those sent from this country?

They are greatly cheaper.

Have you had occasion to observe whether the natives, who have been taught to manufacture and fabricate those articles, have been adroit and expert in the performance of them?

They are almost wholly manufactured by the natives; one *European carpenter* may perhaps employ fifty or a hundred natives, with not an European among them; the same with the shoemakers, and also with plate: in fact there are not many European tradesmen who work themselves; tailors there are, a few, but in comparison not one in fifty of the persons that are employed are natives.

Are you acquainted with the price of labour or the wages paid to those artisans

They receive, no doubt, according to their abilities, from perhaps seven shillings and sixpence to twenty shillings or twenty-five shillings, according to their expertness, a month; I cannot particularly speak to that point, but I do not think that the wages exceed that.

Do you consider that during the period of your thirty years residence in Calcutta, this introduction of manufacturing British articles there for British consumption, has tended to diminish the exportation of those articles from this country considerably?

I think *a very considerable reduction has been made;* that it has tended considerably to reduce them; it is in proportion to the quantity now wanted in that country; there are perhaps forty or fifty Europeans now in the country, for one at

the time when I first arrived there; the general consumption is great, but it is reduced in proportion by those country manufactures.

*Colonel Thomas Munro*, p. 124.

Have you means of stating with accuracy the price of labour in the ceded districts of which you were superintendant?

I had the means, but I can only now speak from memory: during my residence there, a great number of statistical tables were drawn up by many of the most intelligent natives, containing the price of labour and subsistence; but those tables not having brought with me to Europe, I can only recollect the general result. I think that the average price of labour in agriculture is about *5s.* a month; *5s.* I think is a high average, some of the calculations made it as low as *4s.* none above *6s.*

Is the price of labour you have stated more than adequate to the subsistence of the labourers and of their families?

Not more than adequate to the subsistence of a labourer and his family. Tables were also drawn up at the same time, giving a general average of the annual price of the subsistence of every class of individuals for a whole year. I can only remember now the three principal branches in the first class, containing about one-fourth of the population of a country containing two millions of inhabitants: they made the average per head 40*s.* the second class was 27*s.* this second class contained about half the population, or something about one million; a third class, containing the remainder of the population, the poorest class of people, was 18*s.* per head; this comprehended the whole expenditure of each individual, for clothing, food, and every other article.

P. 125.—Are not the Indians themselves ingenious in manufactures, and likely to supply themselves any demand they may have for them?

The natives of India are ingenious manufacturers, and would be likely to imitate any European manufactures for which they had any particular use, and in a very short time to carry it to such extent as to answer their own supply.

Are not the natives of Hindostan very quick in learning any manual operations, or any new arts they may find useful to them?

They are very quick in learning all manual operations, and all arts which they think will be useful to them.

Is not India full of merchants and dealers of every class that are as intelligent and more economical than ours?

India is full of merchants of every class, from the pedlar up to the highest merchant; they pervade every part of the country; there is no article for which there is the most trifling demand, whether European or Indian, that is not soon carried to the spot where the demand is, by the travelling merchants; they have correspondents in every quarter upon the coast and in the interior, and wherever they hear of a demand they take care to supply it immediately.

P. 127.—Does it not come within your knowledge, that there are at the different presidencies British artisans and manufacturers of almost every description of trade that is exercised in this country: such as coachmakers, carpenters, cabinetmakers, upholsterers, workers in the different metals, workers in all kinds of tanned leather, tailors, and shoemakers?

I believe that all the different artisans and manufacturers enumerated in the question are to be found at Madras, and that they will in time supply the European establishment in India with all those articles which are now sent from Europe; and that in proportion to the number of those artisans established there, *the export trade of this country will be diminished.*

P. 154.—You have mentioned that the export trade from India might be greatly increased, particularly in the article of cotton: might not *hemp* also be raised in large quantities and of the best quality, particularly in the Concan and Salsette?

From all the information I have acquired, I believe that *hemp* might be raised in considerable quantity *both in Concan and Salsette.*

Might not *coire* for cables and cordage become an advantageous article of commerce from India to this country?

There is plenty of the tree, on the Malabar coast, from which the coire is produced; but I do [not] know how far the commerce might be advantageous. I can only speak of the produce of the article; what the profit would be, I cannot say.

Is it not much esteemed and often preferred to European cordage in India?

I have understood that in many cases it is preferred to European cordage, on account of its superior elasticity and lightness.

Have not you heard of ships having rode out gales with coire cables, after parting from all the European ones?

I cannot say that I have heard by what cables they rode out the gale, but I have heard often of ships riding out very strong gales with *coire* cables.

Is not *coire* much cheaper in India than European cordage?

It is cheaper, I believe.

Have you heard that a coire cable will not cost more than one third of an European one of the same dimensions, and that it will last three times as long?

I have heard that a coire cable is cheaper, and that it lasts longer than an European one, but the relative prices of the two I do not know exactly.

Do you imagine that any possible reduction in the price of freight of the imports of articles of British produce or manufacture, could afford those articles to be sold in India at so low a price as the same articles fit for use made there by British artisans and manufacturers through the means of native labourers?

Those articles made in India by Europeans through the means of Indian labourers will, I have no doubt, always undersell any thing that can be brought from this country under any reduction of freight.

P. 156.—Have not you understood that tin in any quantity may be obtained from the island of Banda, and at a cheaper price than the company are obliged to pay for that which they export from this country?

I have heard that tin may be obtained from the island of Banda, and likewise from other places to the eastward, at a much cheaper price than the company now pay.

*Sir Charles W. Malet, Bart.* p. 247.

Are not the people of India a trading and manufacturing people, that are fully adequate to supply their own mercantile wants?

I conceive them to possess manufactures fully equal to the supply of all their mercantile wants.

Are they not quick in learning any European arts that they find useful to them?

They are certainly extremely ingenious, docile, and industrious, and quick in learning such European arts as they find useful to them.

P. 254.—Have you observed any considerable use made by the natives of India of the metals of this country, such as copper, iron, steel, &c.?

The natives of India certainly make great use of copper, iron, and steel; *they have abundance of iron in their own country*; steel they likewise have, but in what proportion or what quantity I cannot pretend to say; *copper is in universal use* amongst them, but whence it is procured I am not competent to specify.

Have the goodness to state in what part of India they obtain their iron within themselves?

There are *very great iron works in the north of India* in the neighbourhood of Gwallior; it is now fifteen years since I was in that part of the world, and I do not exactly recollect the very spot where the mines are, but they were in the course of my journey to the north of India, and were visited, and have been in some measure described, by a gentleman of my suite.

Do not the natives of India use copper and brass vessels for holding water, milk, and oil, and for other household purposes?

They certainly use copper and brass vessels for various domestic purposes.

*Alexander Falconer, Esq.* p. 263.

From your experience are you able to state whether the natives of India furnish a considerable demand for the commodities of Europe?

The demand for the commodities of Europe is very small amongst the natives of India.

Have you found that demand materially to increase of late years?

I am not aware that it has increased: I apprehend it has rather diminished of late years.

P. 264.—You have stated the price of labour to be greatly less in India than in this country: do you mean to imply that the comforts enjoyed by the labouring classes are likewise in the same proportion?

By no means: their comforts are perhaps superior to the comforts of the labouring classes in this country; they are proportionate to their wishes and their wants.

From the cheapness of labour in India, would you infer that the labouring classes are in a state of wretchedness?

Certainly not.

Is it your judgment that the cheapness of Indian labour is only proportionate to the cheapness of the means of subsistence in that country, and to the voluntary simplicity of the native habits?

Precisely so.

In your judgment, is the simplicity of the modes of life prevalent amongst the natives of India occasioned by circumstances in the nature of the climate?

It is occasioned by physical and peculiar circumstances in the climate, and the temperament of the people.

Do you apprehend that the countries of Europe can ever, under any circumstances, be, on a great scale, manufacturing countries for the bulk of the native Indian population?

I imagine not.

To what causes would you ascribe it, that the commodities of India can advantageously enter the markets of Europe; and this against rival commodities brought from a much less distance?

To the extreme cheapness of labour in the manufacture of Indian commodities.

Would not, therefore, a general advance in the price of Indian labour proportionably advance the cost of Indian commodities in the European markets?

Of course it would.

P. 271.—Does it come to your knowledge that many, if not most, of the articles for the use of the Europeans, formerly brought from England, are now prepared at the presidencies by native workmen, under the direction and instruction of British artificers and artisans?

The great proportion of those articles are now so prepared at the presidency of Madras, by native artificers, under the superintendence of European foremen.

What proportion of price may they bear to the same articles imported from Europe?

I imagine from one half to one third of the European price.

Are carriages, and articles of tanned leather, and in the metals, also prepared by the native workmen under British artificers?

All those articles are prepared by native workmen.

Are they at inferior prices?

In comparative perfection, and on very moderate terms, by the native workmen.

*Thomas Cockburn, Esq.* p. 281.

Looking to the degree of ingenuity you have described, their power of imitation, and the extreme disparity of wages between that country and this, does it appear to you that any material accession of European artificers might or might not tend, in a great degree, to supersede the necessity of import from this country?

Certainly it would have the effect, in proportion as India manufactured for herself; so of course it would lessen the necessity of imports, from this country, of those articles which they could manufacture.

The committee is to understand you to be of opinion, that the native manufactures of what are called European articles would considerably increase?

The native manufacture of what are called European articles would increase, if the buyers could purchase them cheaper from the native manufacturers, and found them more durable than the European article.

Looking to the immense disproportion of the price of labour, the expenses of freight, and the various charges of merchandize, have you any doubt that they will be able to manufacture so considerably cheaper as to produce that encouragement?

If the question refers to carriages, and articles of that description used among Europeans, I have no doubt that the artificers of India, under European direction, would be enabled completely to supply the market, if the article was cheaper and more durable than what was imported from

Europe: as I have already observed, I think they could make them cheaper.

Be pleased to state such articles as you think, so assisted, and with such advantages, they could not manufacture?

I really do not recollect: I could not specify them, there are such innumerable articles.

Does any other article occur to you which they would not be able to make?

Iron they can make in any quantity that is desired, for they have *the best materials for so doing;* steel they make very good. *Copper is to be found there*, but not in great quantities, at least where the mines have been tried they have not been found very productive; there may be many articles which, if I had possession of an invoice of those articles that are used by Europeans in India, I might be able to point out. Hats they could not manufacture, unless instructed by Europeans; if instructed by Europeans, there is plenty of hare skins and rabbit skins to be found in the country, from which they might make hats. For most of the articles which are for the consumption of Europeans in the way of carriages, the materials are to be found in India. But it is not in my power to state all the articles which the natives are or are not competent to manufacture. The articles that are in general consumption in India, for Europeans or other persons, are so universally known by those that are concerned in the trade, that it will be easy for persons in possession of that information to judge what may or may not be manufactured by natives under European superintendence.

Assisted by the advantages that have been described, the natives of India either do, or in your opinion speedily will, attain a capacity of making such, the materials for which may be found in India?

I think their capacity is equal to the making of any thing that materials can be found for: whether they will make it so well, or so durable, or so much worth the money, as what is made in Europe, is a question I cannot answer, unless I made a trial, and ascertained the fact.

P. 284.—Speaking respecting copper and tin, you mentioned that the copper mines of Hindostan had produced hitherto but little?

Scarcely any thing lately; they have formerly been worked, and the veins of them that were opened produced excellent

copper, but they have not been tried to any extent—probably they may produce excellent copper.

Cannot copper and tin be brought to the coast of Bengal, from the islands in the Indian Archipelago, easier and cheaper by commercial people resident at the British ports than by being imported from England?

I am not acquainted with the trade in that quarter: I believe I could state the price of tin at Madras, I have a price current in my pocket. The price of tin from the eastern islands and the Malay coast, was, in the year 1801 or 1802, 35 star pagodas per candy of 500lbs. weight English. No copper appears to have been imported from that quarter, nor am I aware that any copper is to be found but in Japan, at least none was known to me to be imported at Madras when I was there, and I never knew that description of copper imported but in the Company's ships, and sometimes from Batavia.

P. 287.—It having been stated that iron was produced in India, did you see or hear of any Indian iron exposed for sale in the market?

Never having dealt in any articles of that kind, I really never had an opportunity of seeing it in the market, or endeavouring to buy it; but I have heard of its being to be bought, and it must be so, because the *steel* which is made from it is produced in the *Mysore country to a considerable extent*.

Is not the iron manufactured in India inferior in quality to that imported from England?

It is certainly as inferior to that imported from England at present, as English iron was formerly to Swedish, when almost all the iron sent to India by the Company was Swedish; now, happily for this country, English iron is manufactured not only equal in quality, but, in some respects, better than Swedish, and yet may be bought, I believe, many pounds per ton cheaper; and is now, I believe, the only iron exported by the Company to India.

*Charles Buller, Esq.* p. 289.

Though Europeans are not allowed to purchase land, are they not allowed in Bengal to hold land by leases to the extent of about fifty begars?

They are; and the same person is allowed to hold several detached spots of fifty begars each.

P. 290.—In consequence of this permission, have not Europeans the means of building habitations and manufactories, and holding them up in the country as permanent property?

It is for the express purpose of enabling them to do that, that they are allowed, I believe.

Are there not actually many Europeans settled up the country in Bengal, upon property of this description, such as indigo manufacturers, and others?

A considerable number; I before stated two or three, but I would wish to say, that we were in the habit of sending up every board-day at least one application for holding land to that extent.

P. 292.—Are there not tradesmen at Calcutta of all descriptions, such as coachmakers, cabinetmakers, upholsterers, *workers in metals*, persons employed in casting or making glass bottles, tanning leather, making accoutrements, harness, and all articles for which tanned leather is wanted, shoemakers and taylors?

I believe, generally, there are all those that have been described.

Is not the consequence of that, that those articles are furnished through the native labourers, under British artificers, in a state fit for use, and at a much inferior price to what they can be imported from Europe?

Certainly.

Has not the consequence of this been, to have already lessened exceedingly the importation of those articles that formerly obtained vend at Calcutta?

In most instances, I conceive, if not in all.

Do you conceive it probable, from the accounts that have been given of the aptness of the natives, and their ingenuity in learning all mechanical arts, that the progress of that must be their improvement in the making of every thing of which the materials are found in India, and of course that in time the import to India of British articles may most materially decline?

I should think that they might materially decline, but I do not conceive they will ever arrive at that great state of perfection in which many manufactures are carried on in England. I particularly apply that to European gentlemen who are nice about their carriages, and other articles which may

be supplied in India, but which they would still prefer having from England.

Applying it to the articles more commonly in use there, such as those made by shoemakers, tailors, workers in iron and in steel, and in the tanning leather accoutrements, and harness of all kinds?

I should conceive they would considerably decline.

Does it come in your way to know whether copper and tin may not be and are not brought to Calcutta, from the islands in the Indian Archipelago, easier and cheaper by the commercial people residing at the settlement, than they can be imported from England?

I have no other means of knowledge than what every gentleman has here from reading on the subject.

*John Stracey, Esq.* p. 296.

In your judgment may the natives of India be described as both an agricultural and a manufacturing people?

Most undoubtedly.

In both characters do they not work far more cheaply than the natives of this country or of Europe in general?

There is no comparison; every thing is much cheaper, the articles of clothing and other articles, and their labour is much cheaper; that varied of course in different parts in which I was situated; I think in the Dacca province it did not amount to more than 3*s.* 6*d.* or 3*s.* 9*d.* per month, in Behar to about 5*s.* and at Cawnpore to about 7*s.* 6*d.*

*Thomas Sydenham, Esq.* p. 317.

Do you not conceive, that in the districts in which you have resided the natives would prefer British manufactures, equally suited to their own use, if cheaper than those articles they themselves manufacture?

I believe that if goods of British manufacture could be carried into India cheaper than those which are produced in India, many natives would prefer them, but I really am not prepared to say whether the great bulk of the inhabitants would not prefer their own manufactures to those of any foreign country, even supposing the others could be procured at a cheaper rate and equally suited to their consumption; it

must be considered that a great number of the inhabitants are employed in those manufactures, and gain their livelihood by those manufactures; and this consideration alone would induce most people to give the preference to their own manufactures, even if they could procure other articles equally suited to their consumption at rather a cheaper rate.

Do you think these patriotic motives would operate upon the great mass of the district to which you allude?

I think those motives would naturally operate in a great degree as long as the price of the foreign goods was not considerably less than their own manufactures; if the price should fall considerably, I confess, in that case, it is probable that the natives would prefer a thing much cheaper provided it was equally good.

*John Woolmore, Esq.* p. 324.

State to the committee what articles of British manufacture you found it possible to vend for the purposes of native consumption?

I must observe to the committee a circumstance attaching to myself, that I have no documents, and therefore it is completely from my recollection, I speak; for all the documents I had, of great consequence to myself, were completely lost by a change of house, which I did not know for a considerable time, and could never recover them. The principal articles in the East India coasting trade to the Eastern Islands, consisted of a small quantity of iron, of a small quantity of steel, I may say a general small assortment of cutlery; I think I had a little gold thread for the Malays to work into their cloths, and some few pieces of fancy cloths, merely for experiment; those, I think, coloured on both sides, blue and white, and blue and red, or both.

During that time were the natives, such as you are now referring to, fully and amply supplied with such European commodities as they might have occasion for?

They appeared to me not generally to want European commodities; *iron*, I did not sell the whole which I had, which was a very small quantity; the finer cutlery I gave away to the superior women, such as scissars and knives, and things of that kind, not being generally saleable; the common Lascar knives, and some brass wire, were at that time the only articles that were gene-

rally saleable upon the west coast of Borneo or the coast of Malay, during the four years I navigated there; some of the iron I know I carried to China; with respect to the steel, I perfectly recollect the Rajah of Succadana, on the western coast of Borneo, *telling me, that the steel of Banjarmasseen was considerably better than that which came from Europe*, and which I had purchased at Bengal. The general *carpenters' utensils* which are used on the coast of Malay, are principally *of Chinese manufacture*.

Did it appear to you that there was a capability of increasing the export of British manufactures to those ports, beyond what it was in the power of the ordinary country ships to supply?

Certainly I think not; I do not at this moment, with all the information that I conceive I possess myself, as well as that which I have collected from contemporaries that have been in that country, who were in the service with me, know any amount of cargo that I could take from this country going to the Eastern Islands, exclusive of money, that I could really produce any thing for on that coast.

If now you were about to freight a vessel to India, except money, you would not adventure any European commodities to those ports?

If I was going myself to that coast now, from this country, there is not three thousand pounds worth of articles that I could take there, in my idea, to produce any return whatever, exclusive of money.

As far as your experience has gone, was every endeavour made to export every article of European manufacture to those ports?

My navigation was from India; every article of European produce that I could possibly conceive could produce me a profit upon those coasts, I certainly did take from that coast. I took many things upon trial, because I had an inclination so to do, and I had a third of the ship and cargo, the other two thirds were held by two gentlemen, whose constant observation to me was to try by every means in my power to see what articles of trade could yield profit, whether from India or from Europe.

Did you make repeated voyages to those ports?

I was four years in that trade. I made four voyages from 1783 to 1787; I sailed from Bengal one year in April, I re-

turned again in January; the next year I sailed about the same time again, and returned in December: the voyages were all similar as to their close. I was more or less employed according to the sale of my cargo on that coast.

Of what might your latter cargoes have consisted?

The last cargo consisted of saltpetre, a very large quantity of opium, say 800 chests, I think two lacks of rupees in specie, a small quantity of iron, a small quantity of steel, some brimstone for making powder, and two thousand pounds worth (out of a cargo of 60, 70, or 80,000*l.*) of assorted piece goods.

The production of India?

Yes; *India manufactures entirely.*

That was an outline of the cargo?

That was the great leading feature of the cargo, except some trifling cutlery, as I have observed before.

After your first voyage of experiment to those seas, did you find the vend for British manufactures progressively increase, or otherwise?

It rather decreased than otherwise, in the articles I am speaking of, iron and steel, and cutlery, because it did not produce any material profit.

You purchased block tin at Banca?

I advanced money for tin, to a Malay trader that was collecting it, at the rate of 12 dollars per pecul, taking the tin to China, selling it, and being paid for my trouble.

Does not Banca abound with good tin?

I should think so; great plenty has been found there: most of the tin I have collected on the different coasts of Malay has originally come from Banca.

Supposing yourself a regular merchant in India, and wanting an article of tin, would you send to Banca for it, or obtain it from this country?

Certainly, I should send to Banca.

Do you regard the tin of Banca as being as good as that produced by the mines of this country?

I am not aware what the Chinese think of our tin, as compared with the Banca tin. I carried out, I believe, the first tin from Cornwall, in an East India ship, to China; at that time they preferred the Banca tin. At that time, 1788, it was more malleable than the Cornwall tin: it is certainly infinitely cheaper.

Looking to the original cost of the article, and to the

respective charges of merchandize, is there a material difference in the price?

I do not exactly know the price of British tin at this moment, but I knew the price of the tin at Banca, at that time, very well, and I can calculate it at a moment: the Banca tin was from 40*l.* to 51*l.* a ton; 51*l.* I considered a high price; I have bought tin with money at 12 dollars a pecul at Rhio. I have exchanged goods for it at the Ports of Rhio, and at the Port of Borneo, at Salengur, in the Straits of Malacca, at Trengenna, and on the west coast of Malay. I received tin at those places, after selling my goods, generally at from 14, never exceeding 16 dollars a pecul. I have sold my opium and my piece goods, and have taken, in exchange, a return of tin, pepper, and gold dust, at different prices, valuing tin at 15 and 16 dollars a pecul. I have purchased tin specifically with money at 12 dollars a pecul.

At those different places?

No, not at all those places; only at Rhio; at the island of Bintang, the pecul is 133 English pounds and a third, reckoning about 13 peculs to a ton.

About what would English tin have cost you at that time in India?

I think the price was, when I went to India next after that, from 70*l.* to 75*l.* a ton, but never having bought any myself I speak only from a recollection of the invoice.

What would each be per ton?

I make the Banca 68*l.* per ton, and the English from 70*l.* to 75*l.* that is taking the Banca at the price at which I exchanged my goods.

What would it be at the money price?

From 52*l.* to 53*l.* per ton.

If the East India Company had not been desirous of exporting British tin, or had no influence or contract so to do, could they not have obtained the article much cheaper at Banca?

I suppose they could.

P. 335.—Inform the committee about what quantity of *tin*, means were found to smuggle from Banca, while it lay under the Dutch coercion?

I should think, the last year that I had an opportunity of forming any judgment, nearly 500 tons.

Can you give any probable opinion of what might be the quantity which might be got from Banca, the Dutch coercion being removed?

Looking at what the Dutch ships brought to China, with what the country ships, in the trade in which I was, and the Chinese junks, which collected it from the same source, I should think that there went to China altogether, about *twelve, thirteen, or fourteen hundred tons of tin* from the different sources; and I should think, the greater quantity come from Palimbam and Banca: There are places in which small quantities of tin on the Malay coast are got, which do not come from Banca, called Perhaing.

What quantity do you conceive might be now obtained from Banca?

I can form an opinion only from what the Chinese junks collected, what we collected, and what the Dutch government collected, which may be *from* 1000 *to* 1200 *tons or more.*

Are you acquainted with the fact, whether copper may not be got from Japan, cheaper than it can be imported from England?

I really do not know; I know nothing of the Japan trade; I have seen *Japan copper,* but I do not know any thing about its price.

P. 337.—Do you know that private merchants can send their ships to sea, for an Indian voyage, fitted in such a way as they deem perfectly safe, for *about* 18*l. or* 20*l. per ton, at present?*

No, I do not; I should not think it possible, consistently with my ideas of propriety of sailing; I can only speak to that.

Not from any port in this kingdom?

I should think not, according to my ideas of the price of building, taking the question to relate to a voyage to India and back again.

The voyage alluded to, is such as you have described in a former part of your evidence, of the probable duration of about 12 or 13 months?

I should not think, consistently with my ideas of the propriety of fitting, and the substantiality of a ship going to India, that there is any port in the kingdom that could really send a ship to sea, with the present prices of building and stores, *for that sum.*

Have you ever been employed in building or fitting out ships at any other port, except that of India?

No, I have not; I bought a Liverpool ship once, but I have had no experience of the outfit of ships at the general ports of the kingdom. I only judge from the prices which I have enquired of, respecting cordage in particular, and I did not find the prices at South Shields at that time, at Liverpool, and I think I applied at Greenock, were such as would warrant my saying, that I thought I could fit out a ship so cheap: it is only by that comparison, I can judge. I was in difficulty to get cordage in London; I wrote to Shields. I had, during my employment of ships, a great quantity of cordage from South Shields, from Mr. Walker: the prices, after being delivered to me in London, and the difference of prices here, I think amounted to two or three pounds a ton, not more; that to an 800 ton ship would be 150*l.*

Then the committee is to understand you have no practical knowledge of the expenses of building and fitting out ships at the outports?

None. I since recollect building a ship at Ipswich, at about 2*l.* 10*s.* cheaper than London.

*Thomas Sydenham, Esq.* p. 357.

May it not be naturally expected, from the ingenuity of the natives of India, and their application to every thing by which they may make a profit, that they will arrive at such a knowledge and perfection in those handicrafts which are there practised, as to make all those articles on their own account; and by underselling the British artificers, whose mode of living is so much more expensive, and who, having come to India to make their fortunes, will not sell those articles at so small a profit, drive them out of the country?

I think it would be at least a considerable period before the natives can set up manufactures or handicraft, that will rival or become *superior* to those established and carried on by Europeans; but it is certainly probable, that in the course of time, the natives will arrive at such perfection in many of those trades, *as not to render it* worth the while of European workmen to *remain in India.* Certain-

ly, not as the source of wealth, to be carried back to England, but probably as sufficient to induce them to remain altogether in India, for the purpose of carrying on their trade in India, rather than in England.

Having informed the committee that the workmen of the country are so apt, and so ingenious, and that there are some natives that have capital, will not those natives who look after profit, set up those trades which have been learnt by the other artificers, and probably execute that purpose in a short time, and materially diminish, and ultimately put an end to, the import of most of the articles from England, of which the materials are found there?

I believe that it will be a considerable period before any native workmen can be made equal to the European workmen. In many cases, it is found cheaper to employ an European workman, although his wages are considerably greater than those of a native, partly on account of his possessing his trade better, and partly because the robustness of their frame enables them to go through a great deal more work than can be expected from any native. I also think, that in cases when an European and a native have sufficient capital to employ in any of those trades, that the European, from his superior science, ingenuity, and industry, will generally get the better of the native. There are some trades, particularly those in steel and in iron, which, I believe, in consequence of the climate, can never, in India, reach that degree of perfection which they have reached in this country: such I know to be the opinion of the officers of artillery, employed in the ordnance department, and the same as to the coachmakers at Madras and Calcutta.

You make that distinction, that those handicraft trades that require great strength of muscle, such as working in forges, may not be carried to that perfection in India, by native workmen; but all others, that do not require that robust frame, and that require only ingenuity, application, and sobriety, which it is understood you have attributed to the natives superior to the British, may it not be expected in consequence of that, that the importation of such articles may materially decrease?

Although I am willing to allow that the natives of India are superior to the Europeans in sobriety, I do not re-

collect to have stated that they were superior in industry and ingenuity. It must also be recollected, that although the natives of India are ingenious, in imitating any thing that is placed before them, they are generally incapable of making those improvements in the several branches of handicraft trade, that appears to be always in a progressive state of improvement in England. Some improvements may originate in India from the European tradespeople; and such as have taken place in the mother country will be immediately followed by European artizans in India, of course those improvements will gradually and slowly find their way among the natives; but, as they will commence among the Europeans in India, this cause appears to me sufficient to secure to the European artizans in India, uniform superiority over the natives employed in similar trades.

Must not those natives, who are employed under those British artizans, learn all those improvements, whatever they may be, that are exercised by those British artizans: those now in use, and those that may hereafter be brought from Europe?

As long as the natives continue to be employed by the Europeans, they will certainly adopt the improvements that may be made in any of the trades. But the question which has been put to me, rather refers to natives setting up establishments of this kind, with their own capital, and not employed as journeymen by European masters.

The questions refer to those natives who have learned the improvements at present in use in India, and who will naturally learn whatever other improvements are introduced. Will not natives who have capital, employ other natives, who have learnt all those improvements, and will they not be able to make all those articles so much cheaper, as to undersell the English?

I believe, that in almost all cases, the native workmen would prefer being employed by European masters, than by natives, partly because they will be more regularly paid, and partly because they would have the means of learning their trade sooner and better than under native masters.

P. 364. Would not those articles be used in greater quantities, if greater wealth was more generally diffused among the natives of that country?

It appeared to me that the natives of India were not in want of any of those articles: they had no difficulty in supplying themselves with whatever they might require, for domestic or other purposes, and therefore I do not see how the increase of their wealth would lead to the employment of more articles of a similar description, conceiving that those articles are not so much articles of luxury, on which wealth is generally expended, as articles of common and immediate use.

P. 365. Do the natives of India work in steel, or at all events but very indifferently?

All their manufactures in steel which I have seen, appeared to me to be very imperfect, excepting the swords, which are made in the Deccan, and in the north part of India, and which, I believe, in temper and other property are equal to the best swords made in any part of the world.

Are not various steel articles in use among the natives, besides swords, and are not those imported?

The only articles of steel in use in India, besides swords, which occur to me at present, are knives and scissars, which are generally imported from England, being very superior to those manufactured in India.

*Robert Morris, Esq.* p. 373.

Have you any acquaintance in regard to the principal settlements, Madras and Calcutta, as to the state of the progress of British articles manufactured there, under British artificers, and by native labourers?

At Calcutta, in particular, there are a variety of articles which they manufacture extremely well: all articles in leather, furniture, plate, carriages of all kinds, and upholstery goods: those are the principal.

Many articles of metals?

I do not think they work so much in the metals, except gold and silver, not the common metals.

According to your observation, has the import of those articles now made there, and which they formerly imported from Britain, very much declined?

It has very much decreased certainly, particularly shoes, boots, carriages, and *canvas*, and a variety of others.

Do you think that, gradually, that may most materially affect the trade in those articles from Great Britain?

I think the manufacture of those articles will increase considerably in India, and consequently affect the trade from this country.

*William Davies, Esq.* p. 382.

Can you inform the committee, whether the natives of India are in a progressive and apparently increasing disposition to manufacture, among themselves, such articles as have been usually exported from this country, of British manufactures?

I know that the natives of India possess sufficient talent, if properly directed, to manufacture many of the things that the Europeans require in that country, or that the higher class of the natives of the country may be inclined to purchase; such as carriages, leather of all sorts for the army, boots, and shoes, I think nearly as good as Hoby's; watches; I believe they do not make the inside of the watch, but I know they put them together there, and cabinet ware also; and I know no reason why, if properly directed, the talents of the Hindoo or the Mahometan, may not become as useful in the making of all the requisites there, as any mechanic in this country; I need not add, that the price of labour must operate powerfully.

According to your experience and observation, has this disposition and faculty been increasing, or otherwise?

It has been increasing, since I first knew India, considerably.

Assuming that under an open trade, access to every description of British subjects would be given to India, including artificers of various descriptions, and looking to the immense disproportion in the price of labour between that country and this, are you of opinion that this disposition to manufacture what are called European or British articles, may increase to such a degree as materially and seriously to supersede the necessity of importation into India of such articles?

I have of late perceived, on the part of the traders of the City of London, what I consider too great an inclination to become merchants; and I do believe that there are many of them, and many of the mechanics, who, if they had the power of establishing an agent in India, would consign some goods to him, and send out some raw materials for him to manage there; and, in consequence of the low price of labour in India, they might get them wrought up so as to undersell any thing exported from this country.

Under the circumstances of an open trade, and unlimited access to some or all of the ports in India, do you apprehend that such a course of things would take place?

That must be matter of opinion, but I am decidedly of opinion that it would tend to that effect.

P. 389.—Are you sufficiently acquainted with the produce of the islands in those seas, to know whether any quantity of *tin* might not be procured from Banca, at a considerably lower rate than it could be imported from Great Britain?

Yes; I believe large quantities of tin may be obtained at Banca, and carried to China, *so as to undersell that sent from Great Britain.*

Has the rate of freight been of late years increased?

For the last three years I have not made any shipment to India as a merchant, therefore I am not very well informed upon that point; but I believe that it has not very much varied.

Did any increase take place subsequent to the year 1800, down to the last period at which you traded?

I have generally preferred shipping my goods [in] the *regular* ships, on account of their safety, and the rate of insurance being so much lower; and I think the price, generally speaking, has been about 10*l.* per ton. The Company, in their extra ships, allow freight upon lower terms: the regular ships are the 800 ton ships, which are manned, armed, and fitted in a superior manner to what the extra ships are; the difference between the two is, I believe, about 2*l.* per ton the outward freight.

What is the difference in the rate of insurance upon a regular and an extra ship?

The regular ship is insured with great facility, out and home at 12 per cent. I believe there are some brokers in

Lloyd's coffee-house, who having good business to do, get the extra ships insured at the same rate: but in my opinion there is a considerable distinction; their being enabled to do so, I attribute to the eagerness of speculation; but as an underwriter myself, I should consider the risk nearly 3 or 4 per cent. more, being, as we are, at war with America.

You are an underwriter yourself?

I am.

P. 391.—In your judgment, the difference at which you would underwrite one of the Company's regular, and one of the Company's extra ships, would amount to between 3 and 4 per cent?

In my judgment there is that difference of risk at this present time.

During the period alluded to by you, have there not, to your knowledge, been very considerable exports of British manufactures in Indian-built shipping?

There have: the terms of freight have been lower than the terms on which it could be obtained at the East India House; and I have shipped myself to a very considerable amount in East India ships—I have shipped as low as 4*l.* per ton.

Is not the owner of a ship returning to India, obtaining a freight of 4*l.* or 5*l.* per ton, very well satisfied with it, considering it as so much additional gain, if any gain has been derived from the speculation on the homeward-bound voyage?

I presume that the proprietor of an Indian-built ship would be satisfied with 4*l.* or 5*l.* per ton, provided he could fill his ship; but I understand that to be a very difficult matter. I understand it to be very difficult at this time to obtain any freight upon any terms.

Therefore any thing that a ship returning to India can obtain in the way of freight is very desirable?

Of course it is a matter of profit, and no injury whatever to the ship.

P. 393.—You have before said you would not insure private ships at any rate?

I would not.

Do you mean to say by that, you should not consider private ships insurable by a private underwriter, or that they would not be within the scope you have prescribed to yourself as an underwriter?

I consider that all ships, at certain premiums, are insurable

by respectable underwriters; but they are a class of ships that would not come within my scope of underwriting.

You speak of the ships you suppose may be sent out hereafter?

I am speaking of the ships that I presume may hereafter be fitted out from the different outports.

If those ships fitted out from the outports were equally good with the Indian-built ships, would you decline insuring them; would you insure the one and not the other?

I should not make that distinction: if I insured the one, the probability is I should insure the other, making a proportionable difference for the goodness of the ship.

Would you expect, supposing you were inclined to embark in such underwriting, a considerable advance of premium?

I really should.

Taking into consideration freight and insurance, at what difference per cent. do you apprehend that, by the ships proposed to be admitted into the trade to India, goods could be exported, compared with the rate per cent. at which they are now exported, on the extra ships of the Company?

It is really my opinion, that it would be impossible for any individual to export on lower terms than the freights that the Company now obtain ships at. I have, as I stated before, a ship of my own that was in the West India service; I bought her for ready money, upon low terms; I fitted her out as cheaply as I believe any other merchant in London could have fitted her out, and at an advanced rate of freight to that which I now obtain from the East India Company; she was unproductive of profit. I am not only the carrier of those goods for the Company, but I am the protector of those goods from injury, which frequently makes a considerable difference in the freight.

Is the committee to understand that the rate per cent. at which goods could be exported in the private ships proposed to be admitted to the India trade, would not be less than the rate at which they may now be exported, taking freight and insurance together in the Company's ships?

I must beg leave to answer that question by first stating, that though the ship owner may be a loser upon the freight at which he may let his ship to the East India Company, the East India Company may, for what I know to the contrary, charge such a freight to the public that the East India Com-

pany could not be losers; but I am of opinion, that the East India Company have this last year obtained ships at such a rate of freight, that it is not desirable either for them or the public *that they should get them lower, or so low.*

Practically in point of fact, if a man had to choose at this moment, whether he would send out his goods in one of the Liverpool or Bristol ships, or in one of the Company's extra ships, would the rate of freight and insurance to which he would be subject, in the first place in the private ship, and in the second on the Company's ship, vary, and to what degree?

That is a matter of calculation. I believe the Company charge to the public 8*l.* per ton. I believe they are not gainers by the freight that they let to the public. I have been informed, and I believe accurately informed, that their loss upon ships that they have freighted from individuals, and re-let to the public, between the year 1795 and the year 1810, has amounted to 444,293*l.* I think no Liverpool, Hull, or Bristol merchant, could export goods to India cheaper, taking insurance and every thing into consideration, than he may at this time through the Company.

In what way do you suppose the ship owners to be ultimately indemnified for these tenders, at rates apparently losing?

They are not indemnified; they are losers.

How come those tenders to go on?

Because the ship owner having got his ship into that line of service, has of late found a difficulty in getting any other employ for it; and there may be other inducements of a nobler nature, such as serving young men who have been patronised by the ship's husband. The captain of my ship happens to be a Welchman, and on that account, as a countryman of mine, I have made up my mind to make a considerable sacrifice for his benefit.

Then this is in the nature of a bonus bestowed for acquiring the command of those ships?

It is a bonus bestowed.

You understand it to be worth while for an owner who wishes to serve a captain, to lose a certain sum of money to place that captain in the command of a Company's ship?

No, I do not understand it to be worth while to do so; but

an owner having placed a young man once in the command of a ship, he, in consequence of attaining that situation, having married an amiable woman, and got a family, the owner afterwards may feel disposed to sacrifice a sum of money for the benefit of that family, and keeping the young man in a situation he has filled with credit to himself and service to his country: such were my feelings when I made an offer of this ship, on a second voyage, to the East India Company. Myself and partner are proprietors of twelve-sixteenths of that ship, as we are of what other ships we have, except one, and in that we have eleven. I have a great respect for some of the captains that have served us, and I should be extremely sorry to see a man lowered from the situation that I had been the means of placing him in, and leading his family to expect he for years would continue in. When I first bought this ship, it was in the hope of gain: the freights were better then, and I did hope they would increase, instead of which they have fallen off.

Do you think it possible, as a merchant, this system can go on long?

I am of opinion that the system of the East India Company obtaining freights on the very low terms they do at present, cannot last long, because I presume no man would keep his ship in that employ longer than until he could find a more profitable one for her.

Do not the Company take up their ships by public contract at the lowest bidding?

The executive body of the Company act in the most correct and honourable way; the fault is not with them, *it is the competition, it is the want of employment in other services.* A merchant says it is better that I should gain 20,000*l.* by my ship, though that will not remunerate me, than that I should not gain any thing for twelve months, or that I should embark her in a service where I shall only gain 15,000*l.*

In general, when a ship is engaged to the Company, is she not engaged for six voyages, extending probably 15 years, so that once having made an engagement they cannot alter it?

I have built two ships for the Company; my contract prior to the keel of those two ships being laid, was for an engagement of six voyages; but the ship I have been last speaking of was engaged for one voyage only; but in general the contract is for six voyages, and *the only terms* on

which I could be tempted to come into any engagement with the East India Company again as a ship owner.

P. 398.—Do you know the rate at which India-built ships have brought home cargoes from Bengal?

I am not well informed?

Have the goodness to explain the ground upon which the ship of 1200 tons belonging to you, now on her way home from Bombay, is not allowed any thing on the score of war contingencies?

*My original contract* with the East India Company was, that *I should build a ship at Bombay*, and bring her to England on my own account; and, that after her arrival in England, she should perform six voyages to and from India, for the East India Company. Not deeming it prudent to import into this country 14 or 1500 tons of such goods as I could purchase at Bombay, I made an offer to the East India Company, to bring them a cargo of teas home from China, upon low terms, conditionally, that I were permitted to have the advantage of freighting that ship on my own account from Bombay to China.

What is the freight you received from China to England on the teas?

*Sixteen guineas per ton* upon all she can bring home, the Company engaging on their part to pay certain expences at Canton, which will amount, I presume, to fourteen or fifteen hundred pounds.

### *W. Stanley Clarke, Esq.* p. 402.

Do you know any thing of the island of Banca, and its produce?

The produce of Banca is principally *tin*.

Do you know whether the island of Banca produces tin in any considerable quantities?

I understand it to do so.

Have you the means of information whether that tin is easily obtained from the mines in the island of Banca?

I apprehend it to be so; but I never visited Banca myself.

Have you heard whether that tin is smelted easily or with difficulty?

I have heard easily; but I speak from general information.

Have you heard that the Chinese have in a very great de-

gree been supplied with tin through the Dutch, from the island of Banca?

Yes, in former times.

Do you know whether the eastern islands produce *iron?*

I am told they do, some of them.

Do you know whether the iron instruments and arms, used by the natives of those islands, are manufactured by themselves from their own *iron?*

*I believe chiefly by themselves.* I have also understood that they formerly obtained an occasional supply from the Dutch of ornamented fire arms: indeed, I saw some of that description in the Straits of Allas when I was there.

P. 403.—Are you acquainted with the state of manufactured articles now made at the presidencies by native labourers under the instruction of British artificers, which manufactured articles were formerly imported from Great Britain?

I know it to be a fact, that there are at this time manufactured at the presidencies a great variety of articles of leather, such as boots, shoes, &c.: they also manufacture carriages extremely well, furniture, and cabinet articles.

Any articles in the metals, gold, silver, *brass, iron, and steel?*

*Yes; all the articles enumerated* in this question, generally, and *very well finished.*

Can you give any opinion what proportion those articles now made there and consumed by the British settlers bear to those now imported from Great Britain?

I cannot say.

Has the exportation of those articles from Great Britain *decreased?*

I have understood it to have done so of late years.

Are you of opinion that as improvements increase in the manufacture of those articles, the importation of those articles from Great Britain may be materially affected?

I think so; certainly.

*Lieut.-Col. Sir John Malcolm,* p. 407.

Do you wish to correct any part of your evidence?

In p. 67 of my examination, a question was asked me, "might not an increase in the knowledge of useful arts in the natives, conveyed by British subjects resident in India, tend to strengthen the British government in India?" my answer was,

"I conceive that such knowledge might tend, in a considerable degree, to increase their own comforts and their enjoyment of life; but I cannot see how it would tend in any shape to strengthen the political security of the English government in India, which appears to me to rest peculiarly upon their present condition." I wish to add, that I mean by stating that the political security of the English government in India appears to rest peculiarly upon *the present condition* of the native subjects, to refer to their actual divisions into casts, with particular duties and occupations, and to that reverence and respect which they entertain for Europeans, not only on account of their knowledge of the superior branches of science, but also of their better knowledge of many of the mechanical and more useful arts in life; and therefore, though I conceive that the communication of such knowledge to the natives would add to their comforts and their enjoyments of life, and would increase their strength as a community, I do not think that the communication of any knowledge which tended gradually to do away the subsisting distinctions among our native subjects, or to diminish that respect which they entertain for Europeans, could be said to add to the political strength of the English government. I am far, however, from stating an opinion that the contemplation of its even lessening that strength, which is to be viewed as a distant, and many may conceive, a speculative danger, should operate as a motive with the English government to check the progress of improvement in such useful arts among its native subjects; but it appears to me one among many other causes that should keep the English government *very awake to the growing difficulty of governing the Indian empire.*

Are not you of opinion that to increase the comforts and enjoyments of life of the native population of India would tend to strengthen their attachment to the British government; and, consequently, to strengthen and ensure the stability of that government in India?

From all I have ever been able to observe of nations, I do not think we can calculate upon gratitude, for the benefits of the nature described, as an operating motive that would at all balance against the danger of that strength which such a community as that of our Indian subjects might derive from the general diffusion of knowledge, and the eventual abolition of its casts, a consciousness of which would naturally incline them *to throw off the yoke of a foreign power*, and such they

always must consider the British in India. I wish to be understood as alluding, in this answer, to a danger that is very remote, but yet in my opinion worthy of attention.

Are not the natives of India in your opinion susceptible of gratitude in the highest degree? Have you not known instances of generosity and liberality on the part of the natives of India which would have done honour to any men in any age?

I think the natives of India, individually considered, are susceptible of gratitude; and I have known many instances of liberality and generosity among them; but I do not conceive that we can, as I stated before, calculate upon such motives as likely to influence the community, which we shall always find it difficult to rule in proportion as it obtains union and possesses the power of throwing off that subjection in which it is now placed to the British government.

P. 413.—Are not great quantities of *iron, steel, copper, lead,* and *tin,* now in common use among the natives of India of all casts?

Certainly; all these metals are in use amongst them: I have no means of stating in what quantity.

P. 417.—Are the articles in metal, in use among the natives, almost universally manufactured by the natives from the native materials?

A very great proportion of the metals manufactured by the natives themselves, for domestic purposes, *are obtained either in India, or from the Turkish dominions.* I allude particularly *to iron and steel,* which are found *in many parts of India,* the latter in *great quantities in the Mysore country;* and *copper, which is brought in considerable quantities down the Gulf of Persia from the mines of Diabekir; and tin* is, I believe, imported from the island of Banca in the eastern seas.

Is that iron and that tin so imported into India to be had at a much lower price than the same articles brought from Europe?

I cannot answer this question from minute information; but I must suppose, that *as great quantities of those metals are imported from* Europe, the importation from the Persian Gulf and other places *would cease, if it was not from its being cheaper, or of a superior quality.*

*Martin Lindsay, Esq.* p. 423.

Do you know from information, which satisfies you, how

far most of the different trades for the supply of European articles of furniture, such as coachmakers, cabinetmakers, upholsterers, workers in metals, tailors, shoemakers, and workers in glass, are established there?

I have understood there are, in Calcutta particularly, artificers of almost every description, manufacturers of furniture of different descriptions, very good shoes and boots, and almost every article in leather, and certainly of tailors there are abundance; also of manufacturers of various articles *in iron and steel*, gold and silver; they make a *great deal of the iron work necessary for shipping.*

Do you know at all the proportion the price articles manufactured now in India under British artificers and by native labourers, bears to the price of the same articles imported from Europe?

No; I cannot speak decidedly to the question.

Do you know whether they are the same price, or cheaper?

I should suppose they are cheaper.

Do you suppose them to be of such a price as, if the articles are fit for use, would most materially diminish the import of the same articles from England?

They certainly do hurt the importation from England; in shoes I can speak particularly; they are procured much cheaper, and they answer the purpose extremely well both in China and in India in fine weather.

*Thomas G. Murray, Esq.* p. 434.

Are you acquainted with the produce of the island of Banca?

I have passed Banca.

Have you any information of the nature of the produce of the island of Banca; does it produce tin?

I believe it produces tin; and that the chief part of the tin carried to China, either from the place itself, or from Malacca or Penang, I believe is produced in Banca.

Do you know the relative value of the tin carried from Banca to China, with tin that might be exported from this country?

I recollect once asking a Chinaman the question, which was the most preferable; and he told me, *that the Banca tin,*

*certainly;* but as to the relative value of them, I cannot speak.

*James Horsburgh, Esq.* p. 437.

Are you acquainted with the produce of the island of Banca?

Yes.

Do you know that the island of Banca produces tin of a very fine quality, and in very great quantities?

I understand it does not produce so much now as it did formerly.

Do you mean that so much is not exported from it, or that there is any defect in the produce of the country?

There is not so much procured, I understand.

Have you understood that tin is extremely easily procured in that country, and very easily smelted?

Yes, I understand so; it is near the surface of the ground, what they procure in small pits; it is of a very soft quality, easily smelted.

Have you understood that during the time that the Dutch power prevailed in that part of India, the Chinese were in a very considerable degree supplied with tin by the Dutch from the island of Banca?

Yes, I believe they were.

Have you any doubt that the Chinese might still be supplied with the same article from that island, at a much cheaper rate than they can from England?

I really do not know the relative difference of prices.

You do not know the comparative prices of tin from Banca and from England?

I do not.

Do you know whether iron is a produce of one of these eastern islands?

I have heard that they have iron in some of the islands.

Do they not manufacture their cresses, which are offensive weapons, and other iron utensils and arms, from their own iron?

They temper their own cresses themselves, and manufacture them; whether all from their own iron, I cannot say.

You know, from having seen those instruments, that they are their own manufacture?

Certainly.

*Sir G. T. Staunton, Bart.* p. 445.

Do you know whether the island of Banca supplies much tin to the Chinese market?

It is a considerable source of the supply of tin to the Chinese market.

Do you know the relative price of the tin supplied from Banca, and that imported from England?

I do not recollect.

*Daniel Beale, Esq.* p. 462.

Is not tin brought to Canton by the Chinese traders and other persons from the island of Banca?

Considerable quantities of tin are imported annually by the eastern traders from the Straits of Banca.

Do you know pretty nearly the relative prime cost and charges on which tin is brought from Great Britain, and what is brought from Banca?

No; I cannot speak to that; but it is much cheaper from Banca, generally speaking, and the quality is far preferable, being much more malleable and soft.

*James Drummond, Esq.* p. 528.

Do you know the average quantity of British tin imported by the East India Company into China?

I believe it has been about 800 tons: but I cannot charge my memory to state the exact quantity.

Do you know the average quantity of copper?

I think copper for several years has not been imported by the East India Company; copper made into small sticks to imitate the *Japan copper*, was for a time imported into China, and I do not exactly recollect when it was given up, but I believe it has been discontinued for some years.

Do you know the prices which the tin imported to China costs the Company?

I can only judge from the invoices; and as far as my memory will assist me, I think it was from 75*l.* to 82*l.* per ton.

Do you know whether tin is not brought from Banca to China, by Chinese junks and other conveyances?

We had very imperfect means in China of ascertaining the importations by the Chinese junks, for they belong to a

variety of ports in the empire, and they are under a different department of the customs from what the foreign trade is, and therefore we have never been able to obtain any correct statement of their imports or exports. With respect to the importation by British or other ships, I believe for several years it has been very trifling, but I cannot say to what extent.

Do not you know that great quantities of tin at present, that Banca is no longer under the Dutch monopoly, may be obtained there; and if it can be obtained at a much inferior price, will it not be supposed, that instead of importing tin from Europe, the produce of Great Britain, private ships trading will bring it from Banca, and supersede the import of that British produce which at present takes place in China?

I cannot speak from my own knowledge with respect to the quantity of tin that is produced at Banca, or among any of the other eastern or Malay islands; but those possessions belonging at present to Great Britain, I should conceive that facilities will be given to the obtaining of tin, which have not existed for many years past, and that consequently the sale price of Banca tin being generally higher in China than that of the British tin, it will become a considerable article of import to China.

Can you inform the committee why Banca tin sells higher in general at Canton than British tin?

The reason which the Chinese generally assign is, its being more malleable.

Are you acquainted with the prime cost at Banca, or the relative cost of that and of British tin?

I am not, but I should conceive it must be considerably cheaper, by having understood that all those who formerly traded in it, derived very considerable advantages from the trade.

THE END.